

ADVERTISE!

The Best Medium for
Advertising
in the Colony is
THE 'CHINA MAIL.'

THE POPULAR AND LEADING PAPER.

No. 11,751.

The China Mail.

ESTABLISHED 1845.

號八月一十年百九十一英

HONGKONG, THURSDAY, NOVEMBER 8, 1900.

己七十九年庚

PRICE, \$2.50 Per Month.

PRINTING

OF EVERY DESCRIPTION
Promptly, Neatly, &
Cheaply Executed
AT THE
'China Mail Office'
5 WYNDHAM STREET.

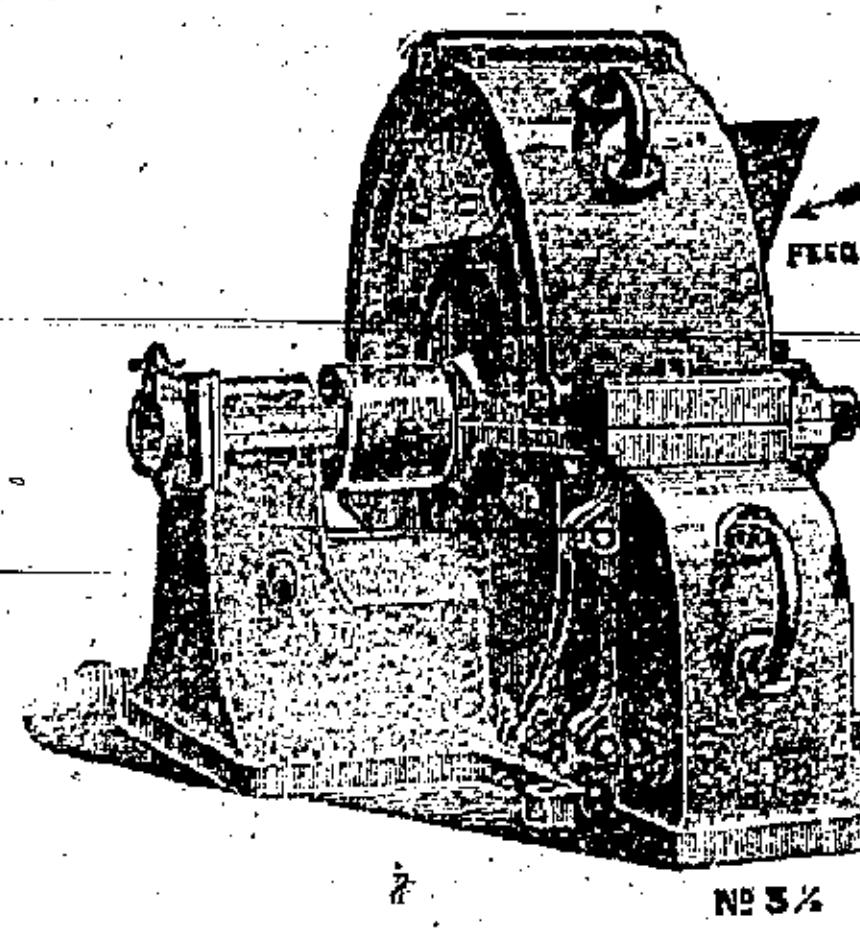
Business Notices.

W. S. BAILEY & Co.
Engineers and General Merchants.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING Co., Ltd.
THE LINDE BRITISH REFRIGERATION Co., Ltd.
J. HARRISON CARTER'S DISINTEGRATORS.

MECHAN & SON'S SHIP'S TELEGRAPHS.
THE UNITED STATES METALLIC PACKING CO.
HIGHGATES "OCEAN" ENGINE OIL.



STEAM and HAND PUMPS,
DRILLING MACHINES.

Weston's CHAIN BLOCKS,
SHIP'S TELEGRAPHS.

6", 7", and 8" LATHES in Stock
Ready for immediate delivery.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.
ENGINEERING AND SHIPBUILDING WORKS.

THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.

For Terms,
Apply to the MANAGER. 741

BOARD AND RESIDENCE,
'GLENWOOD',
21 CAINE ROAD, near the Italian Convent.

COMFORTABLY FURNISHED ROOMS, Single
or in Suite.

Mrs. GILLANDERS.
Hongkong, October 2, 1900. 2040

HONGKONG ELECTRIC COMPANY,
LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified
that the SECOND CALL of \$3.00
(THREE DOLLARS) per SHARE has
been made and is PAYABLE at the
Company's Office, No. 54, Queen's Building,
on or before 1st November, 1900.

Shareholders are requested when paying
the above-mentioned Call to send to the
Company's Agents their provisional Share
certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 23, 1900. 2019

Mitsui Bussan Kaisha.
No. 6, Ice House Street, Praha Central.

HEAD OFFICE: TOKIO.
BRANCH OFFICES: LONDON, NEW
YORK, BOMBAY, SINGAPORE, SHANGHAI,
TIENTIN, NEWCHOWAN and all Ports in
JAPAN.

AGENCIES:

MIKE COAL MINES,
KANADA COAL MINES,
HOKKODI COAL MINES,
YOSHINOTANI COAL MINES,
CHINOURA COAL MINES,
NO. 1, OTSUJI COAL MINES,
LOCHABURU COAL MINES,
KISHIMA COAL MINES,
YOSHIO COAL MINES,
YANANO COAL MINES,
YANQUO COAL MINES,
HE USAKO SHOSEN KAISHA, LTD.,
KOMAI MARINE INSURANCE CO., LTD.,
KOMAI FIRE INSURANCE CO., LTD.,
KOMAI COTTON SPINNING MILLS,
TOKIO COTTON SPINNING MILLS,
MIKE COTTON SPINNING MILLS, LTD.,
IMPERIAL GOVERNMENT PAPER MILLS,
ONODA CEMENT COMPANY,
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, Dec. 11, 1900. 1865

XMAS AND NEW YEAR'S GREET-
INGS IN ADVANCE.
ENGLISH MAIL P. & O. S. S.
'CHUSAN' POSITIVELY LEAVES ON
10TH INSTANT.

Prepare yourselves to greet your Relatives
and Friends.

I have just unpacked RAPHAEL TUCK AND
Sons' specially selected Xmas and New
Year Cards of various pretty designs
and description to suit the taste of Young
and Old. Those wishing to greet their
Relations and Friends at Home should not
miss this opportunity.

To avoid disappointment have your
selection early.
Very moderate Prices and at usual 10%
Discount for Cash.

H. RUTLTON & CO.,
5, D'APULIA STREET, HONGKONG,
and 21 and 22, HIGH ROAD, KOWLOON,
Hongkong, November 7, 1900. 2247

KIRIN.
A Delicate
Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.00 per dozen.
PINTS, \$1.75 do.

W. HUTTON POTTS,
Sales Agent for Hongkong.

CARMICHAEL & BARLOW,
Consulting Engineers, Surveyors and
Contractors,
QUEEN'S BUILDINGS.

DESIGNS and Specifications Prepared
for any Class of STEAMER, LAUNCHES
and LIGHT DRAUGHT VESSELS, a Specialty,
Contractors for the supply and erecting of
any Type of Machinery. New Work and
Repairs Supervised.

Now and Second-hand LAUNCHES FOR SALE.

Telegrams: 'CELESTE' Hongkong
Telephone 932.

H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, April 1, 1900. 567

HONGKONG, THURSDAY, NOVEMBER 8, 1900.

己七十九年庚

PRICE, \$2.50 Per Month.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL
(NEAR THE ENGINEERS INSTITUTE)

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.
JOHN BROWNHILL, Superintendent.



1027

JANE CRAWFORD & CO.

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST AND BEST MATERIALS.

Tailoring Dept.—DRESS SUITS, FROM \$65.

TWEED LOUNGE SUITS, FROM \$35.

NOVOLK JACKET SUITS, FROM \$35.

SCOTCH TWEED UNLINED, FOR TRAVELLING, FROM \$30.

Outfitting Dept.—HATS—Black and Colored, in either Hard or Soft Shapes.

BOOTS—Football, Shooting, Walking, and Dress.

SHOES—Patent Leather, Court, and Oxford.

HOSIERY and UNDERWEAR.

Lane, Crawford & Co.

1965

**G. H. MUMM & CO.'S
CHAMPAGNE,**

Agents: SHEWAN, TOME & Co.,

for Hongkong, Shanghai and Japan.

472

ASK FOR FERGUSON'S

F. & G. FERGUSON'S

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

23

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINCS. Prescriptions carefully

dispensed by a qualified CHEMIST. Special attention to FRENCH and Other

FOREIGN FORMULE.

SOMERVILLE'S EXPORT AND GLENDOUGIE WHISKIES.

PORTSOY HIGHLAND WHISKEY (PURE MALT).

MANILA CIGARS.

Manager, RICHARD FLINT.

1882

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

2196

MUSIC LESSONS.

MR. ERIC DANENBERG, A. MUS. L.C.M.,

TEACHES PUPILS for advanced PIANO-

PIANO, CLAVINET, HARMONY, and GUITAR.

POINT.

Coaches for EXAMINATIONS.

For Terms, Etc., Apply to

The HONGKONG PIANO CO.,

Hongkong, September 1, 1900. 1831

23

PROFESSIONAL NOTICE.

DENTON E. PETERSON,

DOCTOR OF DENTAL SURGERY,

9, VICTORIA TERRACE, TIENTIN,

10, DES VOUTS ROAD, CENTRAL, HONGKONG.

Dr. PETERSON who is at present up

North may be expected back in

December.

Hongkong, October 10, 1900. 2120

Hongkong, November 7, 1900. 1633

23

TUCK HING.

G. LINE ROAD, DRAPEUR,

G. LADIES' SHOPS AND HOSIERY,

AC.

Hongkong, October 10, 1900. 2120

Hongkong, November 7, 1900. 1633

23

W. POWELL & CO.

JUST LANDED.

EX. S. S. SOCOTRA.

A large Shipment of

AUTUMN GOODS.

W. POWELL & CO.,

43, Queen's Road Central.

1517

An early inspection is solicited.

WHISKIES—SCOTCH.

Plus Old Glenlivit ... \$7.00

The Old Brigadier ... 8.50

Very Old Highland Blend ... 8.50

Robert Macdonald ... 10.00

Monarch of the Glen ... 11.00

Rare Old Blend ... 11.00

Way Foon ... 12.00

EXTRA SPECIAL FINEST LIQUEUR ... 14.00

</div

THE CHINA MAIL.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—Sungkwan leaves for Manila.

Miscellaneous.

Goods per *Stuttgart* undelivered after this date subject to rent.

General Memoranda.

SATURDAY, November 10.—
Noon.—Meeting of Shareholders of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., at the Offices of the General Managers.MONDAY, November 12.—
Goods per *Turkin* undelivered before noon, subject to rent.

2.30 p.m.—Auction of Household Furniture, &c., by Mr. G. P. Lamont.

3 p.m.—Auction of Crown Land situated at Queen's Road-West.

3.15 p.m.—Auction of Crown Land situated at Upper Richmond Road.

WEDNESDAY, November 14.—
12.30 p.m.—A Public Meeting of the Sir John Ambulance Association, in the City Hall.Goods per *Kanakura*. Alerts not cleared after this date subject to rent.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road).

HONGKONG, November 8, 1900.

BAROMETER—9 A.M. 29.85

DO. 4 P.M. 29.76

THERMOMETER—9 A.M. 77

DO. 1 P.M. 76

DO. 4 P.M. 75

DO. (Wet bulb) 69

DO. DO. 1 P.M. 70

DO. DO. 4 P.M. 70

DO. Maximum 78

DO. Minimum overnight 75

Opium Quotations.

HONGKONG, November 8, 1900.

New Patna, cash 945

Old Patna, cash 945

New Bonares, cash 780

Allowance, Taels 810/830

Allowance, Taels 810/850

Specialities.

WATSON'S

Celebrated 'E' WHISKY.

VERY OLD SCOTCH LIQUEUR WHISKY.

COGNAC BRANDIES

(Hennebosc's)

AT MODERATE PRICES.

CLARETS,

SPECIALLY SELECTED FROM THE FINEST

CHATEAUX.

AERATED WATERS.

Declared by the greatest authority on

AERATED WATERS, to be of unequalled

excellence and absolutely pure.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

WATSON & CO., LIMITED.

REPORT ON THE MALARIAL MOSQUITO.

Special Reference to the Inspector's Quarters at Kennedy Town.

The following report by Dr. Clark, Medical Officer of Health, has been circulated among the members of the Sanitary Board, viz.—

The President, Sanitary Board.

Sir.—The modern theory in regard to the transmission of malaria is that the disease is conveyed from man to man by certain mosquitoes belonging to the genus "Anopheles" of the Dipterae (or two-winged) family "Culicidae".

It has long been known that true malaria is associated with the presence of certain minute organisms in the blood of the patient, and it can readily be understood that when a patient suffering from Malaria is bitten by a mosquito, some of these organisms are taken (with the blood) into the body of the mosquito. The malarial organisms there undergo certain developmental changes, and should the same mosquito subsequently bite a healthy person, he becomes inoculated with the disease, and develops an attack of malaria.

The Anopheles differs from the ordinary mosquito (genus "Culex") in that its approach is not heralded by that noisy "ping" that characterizes the latter; that its bite is not nearly so irritating to the skin, that it rarely bites except between sunset and sunrise; and that while the "Culex" will breed in any slovenly or the containing water, the "Anopheles" is fortunately more choicel in its selection of a breeding-ground, and requires a small, sheltered pool, containing perhaps organic matter in suspension or a small quantity of water weed, and the water of which is neither stagnant nor yet pure spring water. The "Anopheles" can travel a distance of some 400-500 yards and can remain alive for a period of several months—that is to say, throughout the whole of the dry season.

Asiatics, and especially children, suffer more or less constantly from malaria, as they adopt no means of protection from the bites of mosquitoes, and "Anopheles" are almost always to be found in the neighbourhood of Asiatic dwellings, while some 1 to 5 per cent. of them will be found to contain the malarial organism.

It follows therefore—

(1) That European houses should be distant some 400-500 yards from native dwellings.

(2) That all pools in which "Anopheles" can breed should be filled up, for a like distance around such European houses.

(3) That all brushwood and rank vegetation, including grass, should be kept down by frequent cutting.

(4) That mosquito nets should be used at night.

Applying these principles to the neighbourhood of the Inspector's Quarters at Kennedy Town, I beg to recommend that the Government be asked—

(1) To authorize the clearing of the brushwood and rank vegetation around this house. (This is being done at the present moment by the Botanical Department, but unless checked at regular intervals—say once a quarter—the effect will be only transient.)

(2) To instruct the Public Works Department to clear the bed of the nullah of all long stumps and rocks within a radius of 400 yards of the dwelling; to fill up all holes with concrete, and to form and grade the bed of the stream with a continuous fall.

(3) To cover the small water-tank on the roadside which supplies a portion of the Depot.

(4) To demolish the dilapidated masonry in the rear of the old Tang Wah Hospital mortuary.

With the exception of the clearing and proper grading of the nullah, these are comparatively trifling improvements, and while the result will very have little effect upon the prevalence of malaria in the district, so that the Board should urge upon the Government the absolute necessity of spending money upon improving the Nullah and maintaining it in a proper condition.

The Hon. F. H. May minutes—The deductions set out in the M.O.H.'s interesting report have not been made from experience gained in China but in other countries. I am prepared to prove that they did not hold good in this part of the world, and I therefore advise that they be not yet accepted and acted upon.

Over a year's experience in the new Territory has proved that China Police Stations which are situated in Chinese villages are much more free from malaria than the Stations which on medical advice were placed outside and at a distance from man.

In one case the Station was placed in an isolated portion 1½ miles from a village. The site was so malacious that it was abandoned and the Police quartered in the village whilst what were apparently most insanitary surroundings (including padi fields on all sides) and within a few feet in front of the station and yet the Police have been very free from malaria in their new quarters in spite of the fact that noophiles have been found there.

This disposes of Rule No. 1 quoted in the M. O. H.'s minute. As to Rule No. 2 it is impossible to enforce this rule in the New Territory except at large expense because of the universal cultivation of padi. I take it that the padi field constitutes an excellent breeding ground for mosquitoes. It could not be otherwise.

The difference cannot be explained by the presence or absence of Anopheles as far as the confirmation at my disposal goes at present, as the following figures show—

Tai Po (very malarious) shows less than 40 per cent. of its mosquitoes to be anophiles.

Tai O (very free from malaria) shows 50 per cent. of the specimens sent in to be anophiles.

Tung Shan (not so free as Tai O, but much better than Tai Po) shows 50 per cent. anophiles.

The whole question requires to be thoroughly investigated on the spot.

—The theoretical deduction in investigation in other countries should not be accepted till justified by observation and experience here. As to the recommendations to improve the health of the quarters of the Animal Department, I object to N. 2 of them. To do what is recommended would cost a tough guess I should say \$30,000. The Colony cannot afford such expensive experiments. It would be far cheaper to pull the place down and build it somewhere else. But I should like to see the evidence on which the building is condemned as malarious.

If every Police Station were condemned because the European inhabiting it suffered continually from Malaria, there would be very few which would pass the standard.

Some men get fat anywhere and everywhere. Others are fatigued apparently. The average man can avoid a great deal for it is natural for a person

to have any instructions over him laid down for his inspection, and if so has any, ever taken the trouble to see them enforced?

Mr. Osborne—Apart from any steps the Board may ask the Government to take, the report of Dr. Clark should be printed and published for the information of the public.

Mr. McKie—I agree with Mr. Osborne.

Mr. Chan A. Fook—I agree and believe this report will be translated into Chinese and published in the Chinese newspapers as well.

Mr. Fung Wa Chiu—I think that Mr. Osborne's suggestion should be adopted.

Major Brown—Confirmation of this theory is accumulating daily, and it would be well to publish this report and carry out the suggestions made.

—

NEWS BY AMERICAN MAIL.

Dreyfus Case to be Reopened.

New York, October 9.—A cable to the Sun from Paris says: Professor Paul Saenger, dean of the faculty of letters at Bordeaux University, has written to the author, M. Yves Guyot, stating that the Dreyfus case will shortly be reopened.

Lord Charles Beresford's Strategy.

A dispatch to the Journal and Advertiser from London says: Lord Charles Beresford has amazed the naval world by the brilliant strategy by which he won the naval battle in the recent maneuvers of the British fleet in the Mediterranean. His tactics have been pronounced the cleverest in naval annals. The fleet was divided into two parts, Beresford in command of one and Admiral Fisher of the other. Beresford was blockaded in the port of Mytilene by torpedo boats, and Fisher's fleet was hovering about and lying in wait outside. Beresford's task was to catch the fleet out of the harbor and attack Fisher. It should be remembered that Lord Charles has never been an enthusiast on the subject of the torpedo boat. In fact, he has repeatedly decried its efficiency as an offensive craft. It is only a few years ago that, speaking in the House of Commons on a naval appropriation bill, he asked the Admiralty to furnish an old warship armed under his directions, of which he would take command with a volunteer crew raised by himself and defend it successfully against the attacks of any number of torpedo boats, discharging real torpedoes.

Now, that would be hard enough to do on dry land, because every slighting of the telescope means the simultaneous shifting of several tons of steel steelyards by an complicated system of wheels and levers; but on board a moving ship, racing up and down on the waves, the difficulties are somewhat increased. I quoted through the Times, and all I could see was a circular pitch of ocean whirling criss-cross over the field of vision, like a magic lantern picture with a bad case of St. Vitus' dance. Once I caught a glimpse of something white, that shot across the circle as swiftly as a swallow and was gone before I could say boo! That was the target, on which the gunner was supposed to draw a bead.

I stepped right in awe, while a good-looking young sailor took my place, he doctored the torpedo boats away on a false trail, and with every light on his own warships out, he slipped away to sea, with not a vessel touched. Having done this the mischievous counts by false signals and caught the fleet flat-footed. I am sure it was only the gun going on deck, the shell carried away on one end of the white canvas target. How the looking-young sailor must have given his best to pretend to stay.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 17th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, November 7, 1890. 2237

NOTICE TO CONSIGNERS.

FROM MIDDLEBROOK, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship *Kanakuni Maru*, having arrived from the above Ports, Consignment of Goods hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the HONGKONG, KOWLOON WHARF, and GODOWN COMPANY, LTD., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, the 7th Inst.

Goods not cleared by the 14th November will be subject to rent.

No Fire Insurance will be effected.

All Ship-damaged Packages must be left in the Godowns, and Notice of same sent to this Office before the 17th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, November 7, 1890. 2244

NOTICE TO CONSIGNERS.

STEAMSHIP STUTTGART, ON THE NORDDEUTSCHER LLOYD.

THE above-named Steamer having arrived, Consignment of Goods hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the HONGKONG, KOWLOON WHARF, and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the 9th Nov. remaining undelivered after the 9th Nov. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, the 11th November, and Thursday, the 13th November, at 9.30 a.m.

All Claims must reach before the 12th November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, November 2, 1890. 2232

Mails.

The P. & O. Co.'s s.s. *Sohoria*, with the *Exbury Mail* of Oct. 12th, left Singapore on Sunday, the 4th Nov. at 1 p.m., and may be expected here to-morrow, the 5th Nov. This Packet brings replies to letters despatched from Hongkong on 10th Sept.

The Imp. German Mail s.s. *König Albert*, carrying the German Mails with dates from Berlin of the 15th Oct., left Colombo on Friday afternoon, the 2nd Nov., and may be expected here on or about Tuesday, the 10th Nov.

The T. K. B. & A. *Adriatic Maru*, with mails for San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th Oct.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 26th Oct.

The P. & O. Co.'s s.s. *Adriatic Maru*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 28th Oct.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th Oct.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 30th Oct.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 31st Oct.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 1st Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 2nd Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 3rd Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 4th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 5th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 6th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 7th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 8th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 9th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 11th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 13th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 16th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 18th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 19th Nov.

The P. & O. Co.'s s.s. *City of Peking*, with mails for Asia, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th Nov.

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.
FOR FORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Company's Steamship CHANGSHA.

Captain T. Moore, will be despatched on FRIDAY, the 9th November, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 24, 1900. 2056

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship CHANGSHA, Captain T. Moore, will be despatched on FRIDAY, the 9th November, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 24, 1900. 2055

THE OSAKA SHOSEN KAISHA, LTD.

FOR SWATOW, AMOY & TAMSUL.

THE Company's Steamship MAIDZURU MARU, Captain T. OHTA, will be despatched for the above Ports on SUNDAY, the 11th November, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, November 5, 1900. 2223

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship CHINGTU. Captain William, will be despatched as above on MONDAY, the 12th Inst., at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 7, 1900. 2180

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship AGAMEMNON, Captain Nish, will be despatched as above on TUESDAY, the 13th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 3, 1900. 2043

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at FORT DARWIN and QUEENSLAND PORTS, and taking through CAVILO to ADELAIDE, NEW ZEALAND; TASMANIA, &c.)

THE Steamship EASTERN, Captain Ellis, will be despatched for the above Ports on THURSDAY, the 15th November, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 29, 1900. 2207

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargos at LONDON Trade.)

THE Company's Steamship TANTALUS.

Captain Greson, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 12, 1900. 2104

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship HILLGEN.

will be despatched for the above Port on or about the 26th November, 1900.

For Freight, apply to

DODWELL & CO., LTD., Agents.

Hongkong, October 24, 1900. 2177

CHAPOTEAUT'S PHOSPHOGLYCERATE OF LIME.

The modern restorative of the nervous system.

For bedworkers, patients, and invalids, and in debility, anæmia, losses, dyspepsia of service, original insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE "UP" (CHAPOTEAUT).

PHOSPHOGLYCERATE WINE (CHAPOTEAUT).

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT).

By the VITRIOL, PARIS-FRANCE.

For Sales of A. S. WILSON & CO., Chemists.

For Nervous Exhaustion.

CHAPOTEAUT'S PHOSPHOGLYCERATE OF LIME.

The modern restorative of the nervous system.

For bedworkers, patients, and invalids, and in debility, anæmia, losses, dyspepsia of service, original insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE "UP" (CHAPOTEAUT).

PHOSPHOGLYCERATE WINE (CHAPOTEAUT).

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT).

By the VITRIOL, PARIS-FRANCE.

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship CHINELLA.

Captain Davies, will be despatched as above on FRIDAY, the 9th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, November 2, 1900. 2223

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship SUNGKANG.

Captain Moon, will be despatched as above on FRIDAY, the 9th Instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 24, 1900. 2056

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship SUNGKANG.

Captain Moon, will be despatched as above on FRIDAY, the 9th Instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin-screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 7, 1900. 2118

NAVIGAZIONE GENERALE ITALIANA.

FOR SINGAPORE, PENANG AND BOMBAY.

THE Company's Steamship FLORE & RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ALEXANDRA, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE, and SOUTH AMERICAN Ports up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAUDH, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship HISAGNO.

Captain MAGAZZINI, will be despatched as above on SATURDAY, the 10th Instant, at Noon.

At BOMBAY the Steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, November 7, 1900. 2243

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship DIAMANTE.

Captain A. RAMSEY, will be despatched as above on SATURDAY, the 10th Inst., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1900. 2239

THE S. S. CARLISLE CITY.

FOR NEW YORK.

THE S. S. CARLISLE CITY.

will be despatched as above on FRIDAY, the 10th November.

For further information as to Freight and Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, November 7, 1900. 2062

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship SHANSI.

Captain CARLACHAN, will be despatched as above on SATURDAY, the 10th Inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 7, 1900. 2288

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargos at LONDON Trade.)

THE Company's Steamship TANTALUS.

Captain Greson, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to

DODWELL & CO., LTD., Agents.

Hongkong, October 12, 1900. 2104

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship HILLGEN.

will be despatched for the above Port on or about the 26th November, 1900.

For Freight, apply to

DODWELL & CO., LTD., Agents.

Hongkong, November 3, 1900. 2226

THE Company's Steamship GLEN GARRY.

Captain GRIEVE, will be despatched for the above Port on the 25th November, 1900.

For Freight or Passage, apply to

MCGREGOR BROS. & CO., Agents.

Hongkong, October 20, 1900. 2187

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship AJAX.

Captain BATT, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to